

# RICHMOND TRANSFER SECTION

RICHMOND TRANSFER CO.



# TRAVELERS' SECTION 1912

**HAMBURG**  
Largest S. S. Co.  
Over 400  
SHIPS

**AMERICAN**  
In the World  
1,210,000  
TONS

**Around  
the  
World  
On the  
Palatial  
Cruising  
Steamship**

**Cleveland**

17,000 Tons

From New York,

Nov. 9, 1912

From San Francisco,

Feb. 27, 1913

110 Days

\$650 and up

Including all necessary expenses aboard and ashore, railway, hotel, shore excursions, carriages, guides, fees, etc.

Write for beautifully illustrated booklet containing full information

**Land of the  
Midnight Sun**

Norway, North

Cape,

Spitzbergen

8 Cruises from Hamburg

During June, July

and August

Duration from 14 to 16

days. Cost \$62.50 up.

By the large cruising ships

Victoria Luise

Kronprinzessin

Cecilie and

Meteor

**Vacation**

**Cruises**

June to October

JAMAICA

Round Trip \$75

PANAMA CANAL

Round Trip \$115

By the Popular

"Prinz" Steamers

OF OUR ATLAS SERVICE

Write for booklet of any

cruise

**Hamburg-**

**American**

**Line**

41-45 Broadway, N. Y.

Or Richmond Transfer

Company

809 East Main

Copyright 1912

Ohio, such resorts as Charlottesville, Greenwood, Afton, Basic and Waynesboro, Augusta Springs, Goshen, Millboro, Hot, Warm and Healing Springs, Natural Bridge, New Castle, Rockbridge Alum Springs, Old Sweet and Sweet Chalybeate Springs, White Sulphur, Red and Salt Sulphur Springs and others are sure to have a large following.

On the Norfolk and Western Railway, Natural Bridge again, ever popular; Roanoke, Yellow Sulphur, Mountain Lake, Pulaski, Luray, The Grottoes, Wytheville, Marion and other beautiful points all along the line will receive abundant patronage.

On both roads there are hundreds of boarding houses accommodating two or three to thirty and forty guests, a full list of which will be furnished on application to the Richmond Transfer Company.

On the Southern Railway the loss of the Mecklenburg Hotel at Cape City, which was destroyed by fire, will be felt by many, but the old Buffalo Linn Springs will be opened June 15. This line also reaches the beautiful mountains of North Carolina, containing many resorts in the "Land of the Sky," among them Statesville, Hickory, Lenoir, Black Mountain, Blount, Asheville, Hot Springs, Hendersonville, Lake Toxaway and the "Sapphire Country." The Southern also publishes a list of boarding houses.

On the Richmond, Fredericksburg and Potomac Railway, the highway connecting the North and South, we have within an hour's ride the beautiful town of Ashland, an ideal place for the busy man's family to spend the summer.

For those who would seek new fields to conquer, there is unlimited opportunity at nearly any cost desired. The mountains of Maryland, West Virginia and Pennsylvania, along the lines of the Western Maryland, Baltimore and Ohio, and Pennsylvania Railways, with their beautiful and up-to-date hotels, Atlantic City always crowded, Cape May, Assinippi Park, Ocean Grove, Long Branch and the long string of Jersey coast resorts present all phases of attraction. New York City, "The Greatest Summer Resort in the World," will be the Mecca of a great many—from there to Narragansett Pier, Newport, thousands of resorts in the Catskills, Adirondacks, the great Lakes, the never-ending wonderful Niagara Falls, up into Canada, down the St. Lawrence, the Thousand Islands, Montreal, Quebec, Lakes Champlain and George, White Mountains, the Massachusetts and Maine coasts, ever into Nova Scotia, the Evangeline Country, Newfoundland, etc.

Many are this year turning their attention to the great West, following the advice of Horace Greeley, and will take in on either going or return trip such points of national interest as Yellowstone Park, Yosemite Park, the Grand Canyons of Colorado, and New Mexico, visiting such cities as Chicago, St. Louis, Memphis, New Orleans, St. Paul, Denver, Salt Lake, Portland, San Francisco and Los Angeles. The West is a big country, and there are many roads by which the pleasure seekers may make a delightful two weeks' trip through the Alaskan waters can be made from Seattle during the summer at moderate cost.

## JAMAICA

Never in the history of the world has the individuality of the tropical zone stood out in such bold relief as at the present time. During the past eight years, events of moment have followed in rapid succession, and the annexation of Porto Rico to the United States, the freedom of Cuba and the present construction of the Panama Canal, have been wonderfully instructive in illustrating such a route to the American people to their southern neighbors, and awakening an interest in the commerce and general beauty of the West Indies. No countries in the world have greater inducements to other travelers during the winter than the islands lying in and about the Caribbean sea, and winter cruises are yearly becoming more and more popular.

Jamaica, which has become one of the most popular winter resorts for American travelers, is the largest, and the most important of the British West Indies. Jamaica's language, religion, laws and politics are distinctly English. Kingston is the principal city, and interesting in many ways. It has a fine harbor, and is overlooked by lofty mountains which form a picturesque background. A system of good roads, constructed by convict labor, connects every village and town on the island, and makes auto-mobiling, wintering and driving a delight. There are many excursions that may be taken from Kingston and Port Antonio that will be found pleasing on account of scenery, and interesting because of the vast sugar estates and fine orange groves. Superb hotels will be found at Kingston, Port Antonio and the various towns throughout the island, and several new hotels are now under construction.

## SECOND CABIN MATRONS.

Great Improvements Made in Second Cabin Accommodations.

An official of one of the largest steamship companies recently expressed his surprise that more Southern people did not take advantage of second-class rates, and ventured the opinion that if they knew just what comforts were afforded a traveler in second cabin that there would be a large increase in the demand for second cabin accommodations.

The fitting and convenience of the second cabin on the large ocean steamers are today increasing in comparison to another quarter of a century ago, and those who desire a maximum of comfort at a minimum expense, second cabin passengers are largely made up from professional ranks, thus assuring congenial companionship among fellow-travelers.

Pre-serve This 1912 Issue

Richmond Transfer Co's

Travelers' Section

and WRITE or CALL

ON US FOR FURTHER

Information and Tickets

## TRAVEL MADE EASY FOR SUMMER

Wonderful Advance in Facilities for Travel by Land and Sea.

It was a far cry from the stage coach travel of our pioneer fathers to the movement of two mighty conflicting armies depended largely on them. It requires even more vivid imagination to bridge the chasm between the crude equipment of that period to the mighty locomotive and magnificently appointed Pullman trains of the present time, giving the passenger rushing on to his destination at the rate of from fifty to sixty miles per hour all the comforts and elegance of a modern home. One no longer hears that once familiar call of the conductor, "Twenty minutes for dinner," but instead of this and the hastily swallowed meal with its after effects the passenger dines at his ease in a beautiful dining-room on wheels, thereby saving his time and religion. On some of the best trains are to be found such conveniences as library cars, containing reading room, with the latest newspaper and magazine, barber shops, observation cars, where the passing scenery may be viewed without obstruction. In the berths may be found electric lights, and the traveler can read himself to sleep. Every detail of comfort is looked after, even to a maid to look after the comfort of the ladies and children. The early settler of the golden West who "trekked" the plains, taking months to travel to the coast, would be astonished to see one of the modern mountain-climbers whizz by with his human load, and learn that the time from seaboard to seaboard is made in five days.

The improvement in service by water is, it is possible, more marked to small steamer of from 5,000 to 10,000 tons, taking weeks to cross the Atlantic, is replaced by the mighty leviathan of modern times, crossing in less than five days, carrying in comfort and elegance thousands of passengers.

The volume of travel, both by land and sea, is showing a steady increase, thus justifying the building of larger and more comfortable ships, and the addition of magnificent trains on all the great trunk lines of railroads. The desire for fast and luxurious travel is made easy and comparatively simple by the facilities offered in the transport of rates, securing of tickets, special accommodations, checking of baggage, and, in fact, every detail necessary to insure comfort and accurate advance arrangements.

The Richmond Transfer Company combines every facility needed to bring all these wonderful improvements to the traveler within the reach of the tourist in this section.

## BERMUDA.

700 Miles in the Atlantic From New York, Fifty-five Hours.

Short vacation tours, based on minimum rate steamer accommodation. Five days, \$27.50 up, including steamer and hotel; eight days, \$39 up, including steamer, hotel and shore excursions; nine days, \$41.50 up, including steamer, hotel and shore excursions; twelve days, \$49 up, including steamer, hotel and shore excursions; fifteen days, \$56.50 up, including steamer, hotel and shore excursions; sixteen days, \$59 up, including steamer, hotel and shore excursions; nineteen days, \$66.50 up, including steamer, hotel and shore excursions. Rates for children under twelve years of age, half fare for both steamer and hotel, and \$1 for shore excursions.

Five-day tours by every sailing of R. M. S. P. Orotava, returning by S. S. Bermudian. One day in Bermuda.

Eight-day tours by Wednesday sailings of R. M. S. P. Orotava, returning same steamer. Four days in Bermuda.

Nine-day tours by Saturday sailings of R. M. S. P. Orotava, returning same steamer. Five days in Bermuda.

Twelve-day tours by any sailing of S. S. Bermudian, returning by R. M. S. P. Orotava. Eight days in Bermuda.

Fifteen-day tours by Wednesday sailings of R. M. S. P. Orotava, returning by S. S. Bermudian. Eleven days in Bermuda.

Sixteen-day tours by Saturday sailings of R. M. S. P. Orotava, returning by S. S. Bermudian. Twelve days in Bermuda.

Shore Excursions (in Connection With Tours).

Carriage drive around Harrington Sound, including visits to Crystal or Lemington Cove and "Devil's Hole."

Steamer trip to Marine Gardens (Coral Reefs).

Carriage drive to Gibbs Hill Light-house.

S. B.—Carriages hold three or five passengers. Copies of parties of four securing exclusive use of carriage may obtain same upon payment of \$1.00 per day for each drive.

Hotels.

Rates are based on \$2.50 accommodation at the Kenwood, American, Fraser and Imperial Hotels, Hamilton.

For reservation apply to the Richmond Transfer Company, 809 East Main Street.

Honesty in Switzerland.

A traveler writing in an Italian magazine says that the Swiss custom of honesty is instilled by the most honest folk it is possible to imagine.

In most of the Ticinese villages, the writer says, the oldest inhabitants do not remember any case of thieving, however petty, within a lifetime. Any family that produced a thief would not be tolerated in these Arcadian communities for a week.

Lost objects, when found, must never be taken away; they must be left where they were dropped or placed in a conspicuous position, so that the rightful owner can find his property more easily. The case is cited of a

American woman tourist who lost her purse on an excursion in the Val Capriasea. The purse contained gold coin and a jeweled watch. Upon returning from her trip she found the purse with contents intact, on a little heap of leaves, so placed that it could not fail to attract her attention.—Exchange.

## Motoring in Europe

Motoring in Europe can be made as expensive or as economical as one chooses. The most expensive way is to hire a car and a chauffeur on the other side. As a rule it is part of the contract that no day's run shall exceed seventy-five miles. While there is something to be said in favor of this plan, it is not to be compared in economy or comfort with that of taking one's own car abroad and driving it one's self.

The best type of car for European touring is a light one, of medium horse power, with room for four. Suitcases may be carried in these cars, but trunks must be sent ahead by express. A car that will turn very short is the best, because some of the curves on the mountain passes are no curves at all, but an acute angle with a drop of a thousand or more feet just beyond the stone posts along the edge of the road. A light car also requires less gasoline a hundred miles.

Shipping the car by steamer from New York, of course, expensive, but the freight rates by the slow boats are about one-fourth what they are by the fast mail steamers. Before shipping, therefore, it is well to get prices from the various lines and select the one which seems most desirable. It costs less to ship an automobile to Great Britain than to ports on the Continent. Some motorists of long experience prefer to begin their trip at Naples and end it with a tour of Great Britain.

There is as much proportionate difference in the cost of carrying a car across the English Channel as there is of bringing it over the Atlantic. The fast turbine steamers charge as much as \$50 for carrying a car across from England to France. While the rate on the night boats from Southampton to Havre is \$12. But there is a line from London to Boulogne which sails three times a week, and charges only \$5 for a car of average size.

Gasoline is one of the most important items of expense. In England it costs about the same as in America. In France it varies from 20 to 45 cents a gallon. In Germany is about 10 percent higher, and in Italy and Spain they charge "all the traffic will bear"—\$1 to \$1.25 a gallon.

The roads in Spain are not comparable with those in France, but they are far from being impossible for the motorist. The roads of Italy have been greatly improved in the last five years. France has the finest roads in the world, but those of England are almost as good.

When motoring in Europe, it is almost essential to join one of the touring clubs in each country. Their road maps are unsurpassed. It will save time if membership is secured before sailing from this side. The fee is only \$2 or \$3 for each club, and membership insures a great many privileges which the motorist would not otherwise enjoy.

The speed laws of foreign countries are very rigidly enforced, although they are liberal enough everywhere except in Switzerland. In that little country the government does as much to discourage visiting automobilists as the innkeepers do to make them welcome.

The motorist who is polite and careful need have no trouble anywhere, however. A smile goes a great way, especially in Latin countries, and when the smile is backed by an effort to be courteous and the drivers of heavy traffic on the roads of France, Spain and Italy will outdo themselves to show that they can be as polite and as considerate as the foreigner.—New York Sun.

## Exploration in Babylon.

Exploration in the ancient city of Babylon is proceeding, and the latest report of the German Oriental Society gives interesting particulars of it. The palace of Nebuchadnezzar is being laid bare in all its vastness and the line of fortification of the heights on which the palace stood is now almost completely traced.

The streets and private dwellings lying around the foot of the hill are being cleared. Among other finds is a small temple, the work of Nebuchadnezzar, beautifully built, in apparently perfect preservation, and still showing the black-and-white color scheme characteristic of the Assyrians.

Operations on the thick stone wall, thirty feet high, connecting Palace Hill and the so-called Hill of Amran, led to the discovery of a magnificent gate, which Professor Koldewey identifies with the Gate of Ishtar, often referred to in terms of admiration by old Greek writers. Meanwhile the professor's colleague, Dr. Andraes, is exploring the great temple of the god Assur, in the upper part of the ancient city, and the ruins of Hatra, some forty miles distant, where valuable materials for the early history and customs of the Bedouins are being brought to light.—Exchange.

Preserve This 1912 Issue

Richmond Transfer Co's

Travelers' Section

and WRITE or CALL

ON US FOR FURTHER

Information and Tickets

**The Home of Virginians  
in New York is**

## The Hotel Martinique

Broadway and 32d Street

One Block from Pennsylvania Depot.

One block from the five principal department stores.

One block from the exclusive, fashionable Fifth Avenue shops.

In the Centre of the Theatrical and Amusement district.

## The New Marine Wonder.

The Imperator, now building at the Vulcan Shipyards at Hamburg, will be launched early in 1912, and will enter the New York-Hamburg passenger service in the spring of 1913. This vessel will surpass all standards for size, having a tonnage of 50,000, with nine decks above the water line and a capacity for carrying 4,250 passengers in addition to a crew of 1,000.

Among the features which will add to the comfort and pleasure of the passengers will be an elaborate Roman bath, a gymnasium, a squash court, a sun parlor and a rathskeller, besides the usual attractions of the modern liners.

The Frahm antirolling tanks will be installed, which, in addition to the great bulk, will counteract the motion of the most violent sea, assuring the most susceptible passenger of a pleasant crossing.

## Grand Oriental Cruise.

Leaving New York annually in January for Portugal, Spain, the Mediterranean and the Orient. Rates from \$25 upward, including landing and

embarking expenses. Duration, seventy-eight days.

Places visited: Lisbon, Cadiz, Gibraltar (Granada Alhambra), Algiers, Genoa, Villefranche (Nice, Monte Carlo), Syracuse (Sicily), Malta, Port Said (Cairo Pyramids of Gizeh, Sakkarah, Luxor, Assuan), Jaffa (Jerusalem, Bethelhem, Jericho, the Jordan, the Dead Sea), eyroth (Damascus, Baalbek), Piraeus (Athens), Kalamaki (Greece), Smyrna, Constantinople, Messina, Palermo, Naples (Rome, Pompeii, Vesuvius).

Arrangements aboard and ashore under management of Hamburg-American Line. Write for illustrated program.

## West Indies Cruises.

By the S. S. Moltke and S. S. Victoria Luise, leaving New York, March 7 and 26 and April 6 to the Spanish Main, West Indies, Panama Canal, including two Easter cruises (Havana, Colon, Kingston), of sixteen days' duration; rates, \$50 and \$150 and upward. One cruise of twenty-six days' duration; rates, \$175 and upward.

Places visited on cruise March 7: Havana (Cuba), San Juan (Porto

Rico), Kingston (Jamaica), Colon (Panama Canal), La Guayra (Venezuela), Port of Spain (Trinidad), La Brea (Trinidad), Bridgetown (Barbados), Port de France (Martinique), St. Pierre (St. Pelee, Martinique), St. Thomas. Illustrated booklet sent on application.

## Grand Cruise to South America and Panama Canal.

Leaving New York annually in January for the East coast of South America, through the Straits of Magellan, and up the west coast to Valparaiso, Chile. Rates from \$250 upward. Duration, eighty days. Distance, 20,111 miles.

Places visited: Port of Spain (Trinidad), Pernambuco (Brazil), Santos (Brazil), Buenos Aires (Argentina), Ushuayia (Argentina), Punta Arenas (Chile), Valparaiso (Chile), Montevideo (Uruguay), Rio de Janeiro (Brazil), Bahia (Brazil), Para (Brazil), Para (Brazil), Bridgetown (Barbados), Colon (Panama Canal), (Panama Can). Arrangements aboard and ashore under management of Hamburg-American Line. Illustrated booklet sent on application.

## The Call of Colorado

Colorado beckons the "city tired." Vacation is in the air. The temptation to get away to rest and recreation now becomes almost irresistible.

Colorado offers more real vacation joys for men, women and children especially, than any other of Nature's charming spots.

## Go via the Burlington

Follow the crowds who have been there before. Go the way of most comfort, most attractive features, most advantages and most delightful service—but at the same cost.

Get the Burlington Route Handbook—Explains where to stop, what to see, the cost, the train service and every other detail. Also the special Tourist Rates in effect June 1 to Sept. 30. Yours for the asking.

WM. AUSTIN, General Agent, 836 Chestnut St., Phila., Pa.

## Burlington Route

Preserve This 1912 Issue

Richmond Transfer Co's

Travelers' Section

and WRITE or CALL

ON US FOR FURTHER

Information and Tickets

**RICHMOND TRANSFER COMPANY,**  
809 East Main Street, Richmond, Virginia.